

G. W. CALL.
Car-Couplings.

No. 158,402.

Patented Jan. 5, 1875.

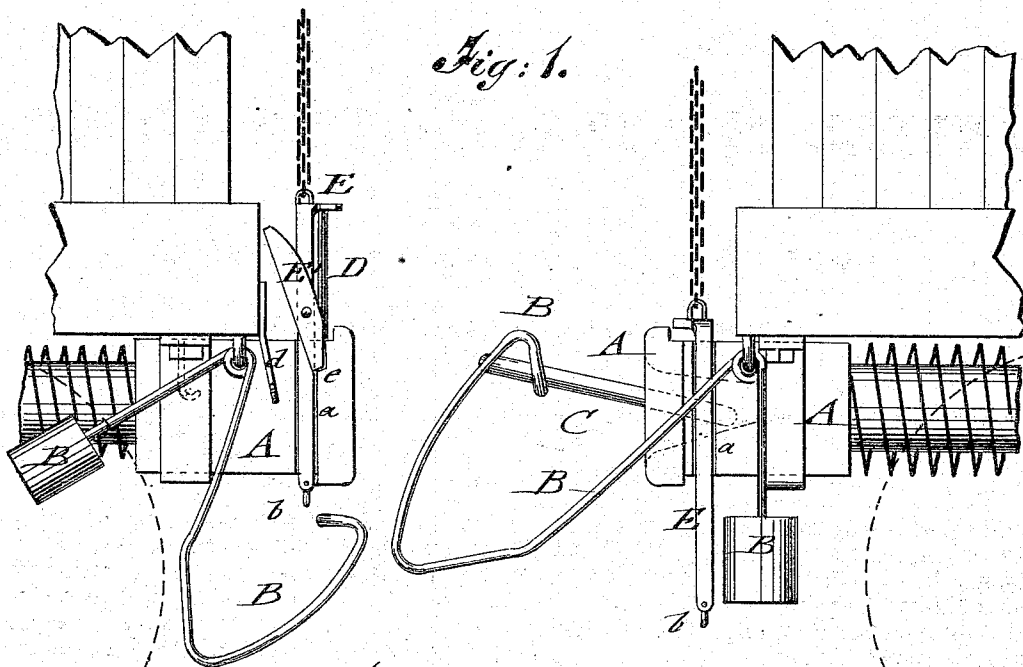
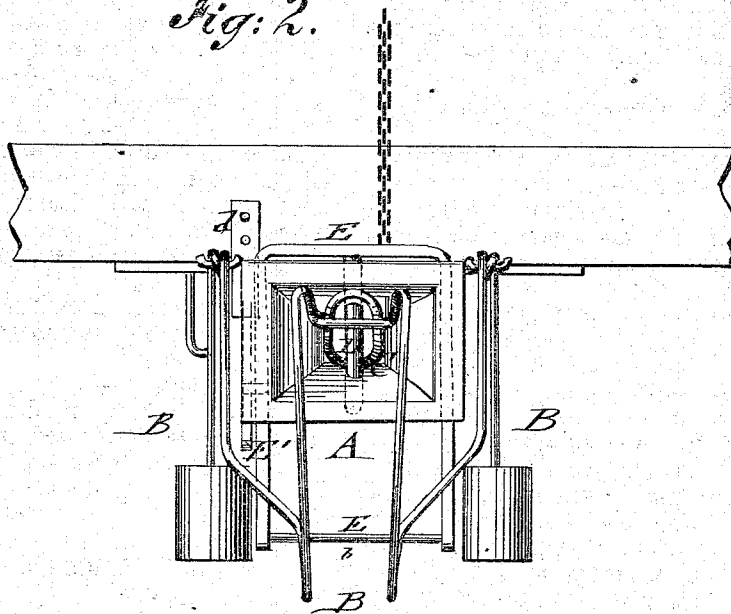


Fig: 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

GEORGE W. CALL, OF NASHUA, NEW HAMPSHIRE.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **158,402**, dated January 5, 1875; application filed September 5, 1874.

To all whom it may concern:

Be it known that I, GEORGE W. CALL, of Nashua, in the county of Hillsborough and State of New Hampshire, have invented a new and Improved Car-Coupling, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a side elevation of my improved car-coupling, and Fig. 2 a front view of the same.

Similar letters of reference indicate corresponding parts.

The invention will first be fully described, and then pointed out in the claim.

In the drawing, A represents a draw-head of the customary size and shape, which is applied by the usual cushioning-spring to the car-frame. The rear arms of frame B are weighted. The frame has a lateral concave top part, on which the link C is supported, so as to assume a nearly horizontal position for coupling. The coupling-pin D is applied centrally to the top part of a supporting-frame, E, which slides in outer side grooves *a* of the draw-head, and has a bottom connecting chain or rod, *b*, for preventing the detaching of the pin D from the draw-head when raised for uncoupling by the usual mechanism from the top or platform of a freight or passenger car. A latch-lever, E, is pivoted to the side of the

pin-frame E', and weighted at the top part, passing readily along a guard-piece, *d*, of the car, with the frame in upward direction, till its lower part, being carried outwardly by the heavier top part, enters a notch or recess, *e*, of the outer front part of the draw-head, and secures thereby the pin in raised position ready for coupling. On the approach of the cars the link-supporting lever-frames are first brought in contact, and are gradually swung below their respective draw-heads, while the link enters at the same time into the cavity of the draw-head to be coupled. The concussion of the draw-heads carries both in backward direction, and releases thereby the latch-levers E from their seats, dropping thereby pin-guide frame and pin, and coupling the cars.

I am aware that a swinging lever to support a link is old, as also a frame to carry link; but

What I claim is—

The combination of draw-head, having notch *e*, frame E', pivoted latch E, and guard *d*, as and for the purpose described.

GEO. W. CALL.

Witnesses:

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